

LIMERICK MAIL.

RETURN to an Order of the Honourable The House of Commons,
dated 28 March 1862 *pro*,

COPY "of all CORRESPONDENCE between the Chamber of Commerce and Corporation of *Limerick* and the Post Office Authorities in *London*, since the 1st day of *January* 1858, on the Subject of the CONVEYANCE of the NIGHT MAIL to LIMERICK by RAILWAY."

General Post Office, }
14 May 1862. }

FREDERIC HILL,
Assistant Secretary.

No. 1.

MEMORIAL of the Mayor, Aldermen, and Burgesses of the Borough of *Limerick*,
to the Postmaster General.

To the Right Honourable the Baron *Colchester*, Postmaster General, &c. &c.
The Memorial of the Mayor, Aldermen, and Burgesses of the Borough of
Limerick,—

Respectfully sheweth,

THAT the mode of conveying the mails between the cities of *Limerick* and *Waterford*, as well as through the intervening district, embracing the important towns of *Tipperary*, *Cahir*, *Clonmel*, and *Carriek*, continues to be a source of great dissatisfaction to the mercantile interests of this part of *Ireland*, and deserves your Lordship's most serious attention.

That though this district is directly traversed by the *Waterford and Limerick Railway* on which trains run daily several times each way, the mails are still carried by horsed conveyances through circuitous routes, subjecting the correspondence of several commercial towns to great and unnecessary delay and risk, and depriving the public of many advantages which conveyance of the mails by railway would confer.

That not only does this disadvantage exist with reference to the correspondence of the district referred to, but your memorialists especially complain that the English, Scotch, and Dublin mails to and from *Limerick*, including also the letters of *Kerry* and *Clare*, are carried by cars at night between *Limerick* and the *Tipperary Junction*, at great risk of robbery and loss, against which the Post Office Department affords no guarantee to the public.

That these regulations deprive your memorialists of any advantage from the mail despatched to *Waterford*, at 11.30 a.m., as such mail does not arrive at *Waterford* till next morning simultaneously with the night mail, and they likewise subject the public to great inconvenience in travelling between *Limerick* and the *Tipperary Junction*, as the railway company will not run a train in connexion with the *Cork and Dublin* mail trains while they are denied the carriage of the mails.

Memorialists therefore pray that you will be pleased to take this subject into your earnest consideration, and adopt measures for the conveyance of the mails referred to by railway in future, especially the night mails to and from Limerick.

And memorialists will ever pray.

(signed) *Edmond Gabbett, Mayor of Limerick.*

Town Hall, Limerick,
15 April 1858.

SEAL.

No. 2.

MEMORIAL of the Corporation of the Chamber of Commerce, *Limerick*, to the Postmaster General.

(Received 17 April 1858.)

To the Right Honourable the Baron *Colchester*, Postmaster-General, &c. &c.

The Memorial of the Corporation of the Chamber of Commerce of Limerick,

Respectfully sheweth,

THAT the mode of conveying the mails between the Cities of Limerick and Waterford, as well as through the intervening district, embracing the important towns of Tipperary, Cahir, Clonmel, and Carrick, continues to be a source of great dissatisfaction to the mercantile interests of this part of Ireland, and deserves your Lordship's most serious attention.

That though this district is directly traversed by the Waterford and Limerick Railway on which trains run daily several times each way, the mails are still carried by horse conveyances through circuitous routes, subjecting the correspondence of several commercial towns to great and unnecessary delay and risk, and depriving the public of many advantages which conveyance of the mails by railway would confer.

That not only does this disadvantage exist with reference to the correspondence of the district referred to, but your memorialists especially complain that the English, Scotch, and Dublin Mails, to and from Limerick, including also the letters of Kerry and Clare, are carried by cars at night between Limerick and the Tipperary Junction, at great risk of robbery and loss, against which the Post Office Department affords no guarantee to the public.

That these regulations deprive your memorialists of any advantage from the mail despatched to Waterford at 11.30 A.M., as such mail does not arrive at Waterford till next morning simultaneously with the night mail; and they likewise subject the public to great inconvenience in travelling between Limerick and the Tipperary Junction, as the Railway Company will not run a train in connexion with Cork and Dublin mail trains while they are denied the carriage of the mails.

Memorialists, therefore, pray that you will be pleased to take this subject into your earnest consideration, and adopt measures for the conveyance of the mails referred to by railway in future, especially the night mails to and from Limerick.

And memorialists will pray.

(signed) *Francis Spaight, President.*
Richard Russell, Vice-President.
William Carroll, Secretary.

Corporation
Seal of
Chamber of
Commerce

No. 3.

Mr. Ryan to the Postmaster General.

My Lord,

Town Hall, Limerick, 3 October 1859.

I AM directed by the Corporation of Limerick to have the honour of laying before your Lordship copy of a resolution adopted at a meeting of the Town Council held on 15th ultimo.

The subject to which it refers, namely, the present mode of transmitting the night mail from Limerick on its transit to Dublin by a coach and horses instead of by the railway train, has, for several years, given great cause for uneasiness, and entailed much inconvenience on the passengers leaving for Dublin by the night train.

When the rapid and secure mode of forwarding both mails and passengers by direct railway train exists within reasonable reach of the department, it has appeared to the people of this district that it is running a very great risk as regards the correspondence, and entailing, as before stated, great inconvenience on the passengers to adhere to the old and almost exploded coach conveyance.

The only reason why such a system should be persevered in must be on the score of economy, but this, it is hoped, even important in general affairs as it may be, will be waived when the importance of the interests at stake are considered.

The night mail conveys to and from Limerick the bulk of the correspondence and a large proportion of the passengers.

That portion of the correspondence, it is submitted, should not be exposed to the risk of accident or delay; and therefore it is that I have the honour to lay the matter before your Lordship, requesting your favourable consideration of the circumstances, and in the hope of its obtaining the remedy so obviously required.

I have, &c.

(signed) M. R. Ryan,
Mayor.To the Right Hon.
The Earl of Elgin, K. C. S.,
Postmaster-General.

Enclosure in No. 3.

At a Special Meeting of the Town Council of Limerick, held at the Town Hall, Ratland, on Thursday, the 15th day of September 1859, the Right Worshipful Michael R. Ryan, Mayor, in the chair, the following resolution was proposed by Alderman Watson, seconded by J. C. McMahon, and unanimously carried:

Resolved,

That the Mayor be requested to communicate with the Postmaster General on the subject of running a mail train at night to and from the Junction, and urge on behalf of the citizens and public the necessity of remedying such just cause of complaint.

(signed) M. R. Ryan, Mayor.

(signed) John Ellard, Town Clerk.

No. 4.

Mr. F. Hill to Mr. Ryan.

Sir,

General Post Office, 11 November 1859.

THE Postmaster General having had before him your letter of the 3d ultimo, forwarding a copy of a resolution adopted at a meeting of the Town Council of Limerick, I am directed to acquaint you that the establishment of trains specially for the conveyance of the night mail between Limerick and Limerick Junction would be attended with much greater expense than the advantage in a postal point of view would warrant.

His Lordship does not apprehend any danger from the present mode of conveyance,

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veyance, especially as a man travels in charge of the bags in addition to the driver.

I am directed to add, with reference to that part of your letter which points out the inconvenience to passengers from the present conveyance, that his Lordship would not feel justified in expending the postal revenue for the purpose of improving passenger accommodation.

M. R. Ryan, Esq.,
Limerick.

I am, &c.
(signed) F. Hill.

No. 5.

MEMORIAL of the Chamber of Commerce of *Limerick* to the Postmaster General.

To the Right Honourable the Earl of *Elgin*, Postmaster General, &c. &c.

The Memorial of the Chamber of Commerce of *Limerick*,

Respectfully sheweth,

THAT memorialists having repeatedly called the attention of the Post Office authorities to the present objectionable mode of conveying the night mails to and from *Limerick* between this city and the *Tipperary Junction*, by a horsed car instead of by railway train, and having last memorialised your Lordship's predecessor in office in April last year* without effect, again beg to represent the inconvenience and risk to which the correspondence of this city and district continues subjected by this arrangement.

Memorialists would respectfully submit that the Post Office income ought not to be looked to as a source of augmenting the general revenue of the country to any large amount; but ought rather to be liberally expended to promote the convenience of commercial and general correspondence while it yields, as at present, a considerable balance to the Revenue, and therefore that it is, in this instance, an unwise and unbecoming economy to continue forwarding the mails of an important district for 23 miles at night by an unprotected horsed conveyance through the country where a railway exists side by side with the coach road, by which the mails would be carried at the lowest ordinary rate of remuneration.

That on the 21st of last month (October) the coach in question from this city to the *Tipperary Junction*, broke down at some miles distance from its destination, in consequence of which the mails from *Limerick* (as well as a great portion of the counties of *Limerick*, *Clare*, and *Kerry*) had to be carried for some miles on a horse's back, and did not arrive at the *Junction* in time to be forwarded by the *Cork* and *Dublin* mail train. This accident was the cause of considerable inconvenience and annoyance to several of the merchants of this city, whom your memorialists represent, and such, they submit, as the correspondence of an important commercial city ought not to be exposed to.

That the additional expense of the conveyance of these mails by railway would be well compensated by the greater certainty and safety of transmission it would confer, and it would besides afford an opportunity of an earlier transmission to the several posts in the west of *Clare*, and parts of *Kerry* and *Limerick* (supplied through *Limerick Post Office*), where delivery of letters might be made some hours earlier than at present, and much additional time be given for reply.

Memorialists therefore pray that your Lordship will be pleased to order that the night mail to and from *Limerick* shall be transmitted by railway as soon as practicable.

And memorialists will pray.



(signed) *Fran. Spaight*,
President.

Richard Russell,
Vice President.

(signed) *William Carroll*, Secretary.

Limerick, 12 November 1859.

No. 6.

Mr. F. W. Russell, M.P., to the Postmaster General.

London, 19, Westbourne-street, W.
19 November 1880.

My Lord,

I PRESENTED yesterday, through Mr. Frederic Hill, a memorial from the Chamber of Commerce, Limerick, to your Lordship, in which that Corporation pray that arrangements may be made with the Railway Company to convey the night mails between Limerick and the Limerick Junction by a train instead of by car as at present, and drawing attention to a recent break down of the latter conveyance, which was productive of considerable inconvenience to persons in trade.

That the increased charge by railway over horse post does not always prevent the Post Office from using the former may be instanced on the same line, as the night mails to and from Cork might be forwarded by cars to and from Mallow, and the contract with the railway terminate at that town, which is about the same distance from Cork as the junction from Limerick; but I do not mean to suggest, nor if I did, do I think that the Post Office ever would consider such a saving worth their attention, or discontinue the present system which works so satisfactorily for Cork and all parts of the country. Still the principle is identical in both cases, and if the department over which your Lordship presides is justified at the increased cost to the establishment in giving Cork the accommodation it possesses, it may with perfect propriety extend a similar convenience to Limerick.

Should, however, the terms required by the railway for a special service at night to Limerick exceed what the Post Office might consider themselves allowed to pay, might I venture to suggest that a negotiation should be opened with the Railway Company to get them to arrange the arrival and departure of goods trains at the junction so as to agree with that of the up and down night mails, and that a carriage for the mails might be attached to these trains. If the Railway Company declined affording the public the accommodation sought, my constituents would have the satisfaction to know that it is not the fault of the Post Office Department that the mails are not conveyed by train, but that they are deprived of it by their own line demanding too high a rate of remuneration.

I have, &c.
(signed) F. W. Russell.To the Right Honourable
The Earl of Elgin, Postmaster General.

No. 7.

Mr. Frederic Hill to Mr. F. W. Russell, M.P.

Sir,

General Post Office, 14 January 1880.

THE Postmaster General has had under consideration your letter of the 18th November last, enclosing a further memorial from Limerick, with reference to the use of the railway between Limerick and Limerick Junction.

At our recent interview at this Office (when we discussed the objections, which had been already communicated to the Mayor of Limerick, with respect to the expense of the service applied for), you suggested the use of luggage trains for conveying these mails, and I assured you that the question should again be brought before the Postmaster General with reference to that suggestion, although the use of such trains for the conveyance of mails was not found by experience to be in all cases satisfactory, on account of failures, arising from their want of regularity; indeed, I expressed doubt whether the inhabitants of Limerick

Limerick are not better served by the present conveyance, which, while it affords a convenient arrival and departure of the mail, is not liable to the delays unavoidable in the case of luggage trains, and has the important advantage of being entirely under the control of the Post Office.

The question of using luggage trains has now been more fully considered; but, independently of the objection above mentioned, it has been ascertained that the Railway Company decline altogether to undertake a service by luggage train between Limerick and Limerick Junction only, while if such trains were to be employed also between Waterford and Limerick Junction as desired by the Railway Company, the immediate expense to be incurred, viz., 1*s.* per single mile, would be very disproportionate to the advantage (if any) which would be derived, and the department would be liable, at any time at which it might cease to be convenient to the Company to avail themselves of the train for the purpose of goods traffic, to be called upon to double the rate of payment.

Under these circumstances, it will be evident that your suggestion cannot be adopted.

F. W. Russell, Esq., M.P.
19, Westbourne-street, W.

I am, &c.
(signed) F. Hill.

No. 8.

MEMORIAL* of the Chamber of Commerce of Limerick to the Postmaster General.

(Received 31 January 1862.)

To the Right Honourable Lord Stanley of Alderley, Postmaster General, &c.

The Memorial of the Chamber of Commerce of Limerick,

Respectfully sheweth,

THAT memorialists having addressed your Lordship's predecessors in office on the present objectionable mode of conveying the mails throughout the south-west district of Ireland, deem it their duty respectfully to call your Lordship's attention to the same important subject.

That although Railway communication has for some years existed between this City and Waterford (with the intermediate towns of Tipperary, Cahir, Cloamell, Carrick, &c.), and has been more recently opened between Limerick and the towns of Ennis, Killaloe, Rathkeale, Foynes, &c. by three distinct lines, these railways are in no way made available for the postal service, with the exception of a cheap day mail over the Waterford and Limerick line.

That if these railways were made generally available for the conveyance of the mails, correspondence with the remoter parts of the counties of Clare, Tipperary, Kerry, and Limerick, would be much expedited and increased, and the opportunity for reply to letters much facilitated and improved, while the enterprise of the country engaged in the extension of railways would be encouraged, as it ought to be, by an enlightened Government.

The important correspondence of this city and district continues to be exposed to all the risks and delays of conveyance at night through the country by unprotected horse-drawn cars, while the Government will neither avail itself of safe and expeditious transit by railway, nor be responsible for the contingent loss and inconvenience which may arise.

Memorialists submit that this state of things should not be permitted to continue while the postal revenue of the country yields a large surplus to the
Exchequer,

* Inquiries and negotiations in relation to this memorial are still in progress.

Exchequer, and as the law affords means of obliging the Railway Companies to carry mails at a fair and reasonable rate of remuneration, the Post Office authorities are bound to employ the safest and most expeditious means available for the transmission of correspondence throughout the country.

Memorialists therefore pray that your Lordship will take means to have the mails conveyed by railway throughout this district of Ireland.

And memorialists will pray.

(signed)

Lorenzo Quisican.

Vice President.

William Carroll.

Secretary.



LIMBRICK HALL

DEPT of all Communications between the
Chamber of Commerce and Organisation of
Revenue and the Post Office Authorities in
London, since 1st January 1900, on the Sub-
ject of the Constitution of the House
of Lords, by the House.

(*General Edition*)

Printed by the House of Commons, at the Station
12 May 1900
